



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION COMMITTEE

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Transportation, Energy and Utilities Committee of the City Council

Wednesday, October 13, 2010
5:30 PM
Main Conference Room, 645 Pine Street

–MINUTES–

Members present: Chair, Karen Paul
Kurt Wright
Bill Keogh

Chair Paul called the meeting to order at 5:36

- I. Agenda
Chair Paul suggested moving agenda item 5 to item 4, and agenda item 7 to 6. Wright moved to accept. Second Keogh. All in favor.
- II. Public Forum
No members of the public present for non-agenda items.
- III. Minutes of August 11, 2010
Keogh moved to accept. Second Write. All in favor.
- IV. Legacy Action Plan
Presenter: Jennifer Green
Plan is currently 10 years old and is a nationwide template as an all-encompassing plan, not only focused on climate. Home Depot Foundation award will allow Plan to be updated. Will return to TEUC after update has begun.
- V. Merger of Chittenden County Regional Planning Commission and Chittenden County Metropolitan Planning Organization – see Attachment 4
Presenters: Charlie Baker, Michele Boomhower, Justin Dextrodeur, Marc Landry
Legislative directive mandates merger. CCRPC & CCMPO have already co-located and share job descriptions for personnel. September 2010 decision to pursue full merger.

Federal regulations for CCMPO require vote from member municipalities. Burlington vote is important since it is the largest metropolitan area. Seeking input & initial reactions from member communities. Seeking City Council feedback. Planning for Spring 2011 action. No votes requested at this point. Comments to date have been neutral to positive, including staffing concerns. Options presented are about degrees of separation/inclusion. CCRPC and CCMPO Boards support full merger. Both Boards asked for presentations to community members and suggested possible 1 year trial with 2 separate Boards overseeing and reviewing progress. Keogh supports Burlington representative Montroll. Feels CCRPC and CCMPO Boards are experts and know what it best. Baker noted that either City Council or member rep on Board will need to vote in spring; Federal regulations are not that specific but are being researched. Paul will seek representative Montroll's feedback regarding governance and stated concern over large number of Board members after merger – both Boards currently have a large number of members. Keogh moved for staff of DPW, CCMPO and CCRPC to make recommendation and draft letter of support for MPO/RPC merger to be signed by TEUC chair then sent to City Council. Second Wright. All in favor.

VI. Colchester Avenue

1. Public comments

Lisa Aultman-Hall: Fantastic experiment. Wide lanes are better. Bike lane makes turning into driveways easier (lanes were too close to curb before). There is space for emergency vehicles. Should re-time signals. There is short delay. Very supported by her and colleagues on Trinity Campus.

Alexander Friend: Bike and pedestrian clarity. Easier to bike on road. Driving is better. Applaud effort.

Damon Lane: Bike/walk from Pearl was scary. Now easier & has more confidence. Consistent with Transportation Plan & Climate Plan. Increase in bike & pedestrian numbers would meet both Plans and decrease emissions, also in Plans.

Brian Lee: Office straddles campus so bikes & walks across Colchester often. Has experience from membership on Seattle DOT Advisory Board. Congrats for demonstration. Seattle tried 3 years ago & was difficult because change is hard, so demonstration was a good approach. Seattle's projects have been successful, multi-modal, accessible, livable – same here. Is focus of UVM class as well & feedback has all been positive (91 students). Keep in place but widen shoulder. Cyclists feel safer on road.

Wayne Senville: Walks 4-5 times/week on Colchester & drives same amount. First concern for safety. Turns were difficult before but are much improved. Good to see cyclists using corridor. Pedestrian problem before because bikes on sidewalk. As motorist notices no major difference. Wider lanes. Much improved.

Dick Bove: East Ave resident. Travels Colchester Ave 3 times/day and at 8, noon, and 3-3:30 are bad. 6 am and 7 pm are bad. Buses from schools & CCTA create back ups down Pearl & East Ave. Need 2 lanes north on East Ave & 2 lanes going west. Bicyclists could get by before. More jaywalking now. East Ave signal needs to work right. Right turning vehicles need room to turn right at stop lights. Buses stop

everything. North Winooski to Battery needs more light. Fix drainage on Colchester. Other neighbors have same difficulty.

Jeremy Bull: some issues (East Ave) are pre-existing. Biking feels much safer. 1 lane feels like neighborhood road not highway, affect behavior. Less stress, safer crossings. Much calmer. Delays are OK for safety.

2. Partial Presentation: Eleni Churchill (CCMPO) & Nicole Losch (DPW) – see Attachment 7

Heavy outreach plan before demonstration. Feedback from Technical Committee, includes CCTA, CATMA (UVM, FAHC, Red Cross), Fire Department, Police Department, Local Motion. Data collection: traffic volume, queue counts, speed, crashes, travel time. Traffic in May & October 2010 is nearly the same. On Colchester, traffic peaked before construction when students arrived in town, dropped during construction, raised again after construction. On alternate routes (North Prospect & Riverside) traffic peaked before construction, rose during construction, dropped after construction. Queuing within corridor and at East Ave was higher, but generally lower at other intersections. East Ave signal needs to be fixed, wasn't fully operational during demonstration. Public comments were relatively small in number, and overwhelmingly supportive of project. Pending changes related to project: westbound left turn signal added to Fletcher Allen driveway, drainage improvements planned for late October 2010, signal timing changes can be made, bike lanes will be added and center turn lane reduced by one foot.

Keogh noted time frame is too short. Need more data. Need bike counts. Need to know what types of crashes were reported. Fire Department said they were concerned when asked by him. Losch stated primary goal of project was to determine success/failure of corridor with one through lane in each direction. Improved bicycling facilities and increased cycling was a hopeful byproduct, but counts were not pursued since this was not a critical decision-making piece; function of travel lane reduction was under evaluation. Wright noted need to be sure it is right decision & doesn't create bottleneck. Paul noted Fire Chief is concerned and should have been reached. Hospital official isn't happy. Losch mentioned CATMA represented Fletcher Allen and Hospital, and Fire Department representative was consulted. Staff relied on departments to provide representatives for discussions but staff did not select the individual representatives. Keogh stated not opposed to project but feels overwhelmed with information in 3 weeks. Paul stated desire to increase safety and wants negative letters that weren't in packet but can be viewed online. Wants to know if people are really back and using corridor, or if more time is needed before TEUC decision. Feels that data collected is lacking due to limited collection dates. Norm Baldwin (DPW) stated data collection followed standard procedures and is adequate.

Question from Brian Lee to TEUC/City: are we thinking about future conditions or assumptions about what worked before? Are we looking for solutions or what we had before...

Losch noted Colchester Ave final course of paving is scheduled for November 1 & striping decision is ultimately tied to safety. Agenda item today was for discussion to present data and process for informed TEUC. Seeks guidance on how to proceed with discussion or decision making process. Without other direction, decision is under DPW Director purview as was discussed at August 2010 TUEC meeting. Paul noted discomfort with one individual able to make decision of this scale. Did not feel informed through process because of limited time to review and limited information presented. Paul motioned to table until next meeting. Second Keogh. All in favor.

Wright left at 7:05.

VII. CCMPO Transportation Advisory Committee appointment

Paul moved to appoint Nicole Losch as primary representative and Erin Demers as alternate. Second Keogh.

VIII. Transportation Plan

Paul motioned to table until next meeting. Second Keogh.

IX. Project Updates

No discussion

X. TEUC Policy updates

Paul motioned to table until next meeting. Second Keogh.

Next meeting tentatively scheduled for October 27, 2010.

Chair Paul adjourned meeting at 7:09.